

## Existing Levels of Service

Impacts of the proposed projects on the study area roadway system are based on a “level of service” analysis. Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 4.7-2 relates the LOS letter designation to a general description of traffic operations.

Signalized intersections were analyzed using the methodology described in *Interim Materials on Highway Capacity - Circular 212* (Transportation Research Board, 1980) consistent with City of Rocklin standards, and as noted above, consistent with the Granite Lakes Estates analysis. This methodology determines the level of service by comparing the volume-to-capacity (v/c) ratio of critical intersection movements to the thresholds shown in Table 4.7-2. Unsignalized intersections were analyzed using the methodology described in the *Highway Capacity Manual – Special Report 209*.

<b>Table 4.7-2</b> <b>Intersection Level of Service Description</b>			
<b>Level of Service</b>	<b>Description</b>	<b>Signalized Intersections (Volume-to-Capacity Ratio)</b>	<b>Unsignalized Intersections (Average Delay Per Vehicle)</b>
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	$\leq 0.60$	$\leq 5.0$ sec./veh.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.61 – 0.70	5.1 – 10.0 sec./veh.
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71 – 0.80	10.1 – 20.0 sec./veh.
D	Represents high-density, but stable flow.	0.81 – 0.90	20.1 – 30.0 sec./veh.
E	Represents operating conditions at or near the capacity level.	0.91 – 1.00	30.1 – 45.0 sec./veh.
F	Represents forced or breakdown flow.	$> 1.00$	$> 45$ sec./veh.
Source: <i>Highway Capacity Manual – Special Report 209</i> (Transportation Research Board, 1994) and <i>Interim Materials on Highway Capacity – Circular 212</i> (Transportation Research Board, 1980)			

Table 4.7-3 below, provides a summary of the daily roadway segments LOS thresholds for various facility types. Note, however, the City of Rocklin does not use daily roadway segment LOS as a measure of traffic impacts. The LOS threshold values shown in Table 4.7-3 are presented in order to provide a basis for better understanding segment volumes.

<b>Table 4.7-3 Average Daily Traffic Volume Level of Service Thresholds</b>					
<b>Facility Type</b>	<b>Average Daily Traffic Volume Threshold</b>				
	<b>LOS A</b>	<b>LOS B</b>	<b>LOS C</b>	<b>LOS D</b>	<b>LOS E</b>
Two-Lane Street	9,000	10,700	12,000	13,500	15,000
Four-Lane Undivided Arterial	18,000	21,300	24,000	27,000	30,000
Four-Lane Divided Arterial	20,250	23,625	27,000	30,375	33,750
Four-Lane Restricted Access Arterial	21,600	25,200	28,800	32,400	36,000
Six-Lane Divided Arterial	30,315	36,000	40,500	45,560	50,525
Six-Lane Restricted-Access Arterial	32,400	37,800	43,200	48,600	54,000
Two-Lane Freeway	18,800	26,400	34,000	38,000	40,000
Four-Lane Freeway	37,600	52,800	68,000	76,000	80,000
Six-Lane Freeway	56,400	79,200	102,000	114,000	120,000
Source: <i>Sunset West Development Plan</i> (1995), <i>Draft Subsequent Twelve Bridges Specific Plan EIR</i> , (1997), <i>Placer County General Plan Update DEIR</i> (1994), and <i>Sacramento County Traffic Impact Guidelines</i> (1997).					

### Existing Transit Facilities

Placer County Transit (PCT) is a fixed-route scheduled transit system operated by Placer County. PCT principally serves the I-80 corridor area between the cities of Alta and Roseville, the Highway 65 corridor area into Lincoln, and the Highway 49 corridor. Some of the routes are “deviated.” A “deviated” route means that the buses generally travel on a main route (i.e., I-80) but can deviate from that route up to a certain distance (three-quarters of a mile in the case of PCT) to serve the specific needs of transit patrons. Currently, PCT performs 13 runs a day between Auburn and Rocklin. The Auburn-Rocklin route makes some deviations for buses connecting with Roseville Transit and Sacramento Regional Transit (RT). Other deviated routes provide service to Granite Bay and Loomis. While current plans do not exist which would extend Sacramento RT’s light rail system to Rocklin, PCT would like to eventually provide connecting service through Rocklin to Sacramento RT’s light rail system. Roseville, Lincoln, and Auburn operate their own transit system with some cooperation at city boundaries for transferring passengers.

In addition to regular bus service, PCT also provides paratransit services for patrons with more challenging transportation needs. Such services include a Dial-a-Ride program on the Highway 49 corridor and wheelchair access on coaches.

The Amtrak Capitol Corridor serves the City of Rocklin with five weekday and three weekend departures from the Rocklin Station. The Capitol Corridor runs from Colfax through San Jose, with train and bus connections to San Francisco and Mountain View, and a connection to BART at Richmond.

## Existing and Planned Bicycle Facilities

The City of Rocklin's General Plan includes an adopted Bikeway System map which specifies that Rocklin Road, Sierra College Boulevard, China Garden Road, and a small portion of Monument Springs Drive are to have Class 2 bikeways. Roadways in the project vicinity currently have striped shoulders/bike lanes that appear to conform to Class II bikeway standards, but do not have signage depicting them as bikes lanes. These lanes exist on Rocklin Road between Aguilar Road and Sierra College Boulevard, on Sierra College Boulevard from Rocklin Road to Nightwatch Drive, and on Aguilar Road from Rocklin Road to China Garden Road. Signed bikeways do not exist in the vicinity of the project site.

The City of Rocklin has also expressed a desire to connect the proposed projects' off-street recreational trail with the on-street bike trail system in Roseville. A bicycle/pedestrian trail is proposed on the south side of Secret Ravine Creek, providing a trail connection between the cities of Rocklin and Roseville. This proposed trail is currently included in the City of Rocklin's Bikeway System map as a Class 1 bike facility.

## REGULATORY CONTEXT

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### Local

#### City of Rocklin General Plan

The following policies contained in the Circulation Element of the City of Rocklin General Plan relate to the provision of transportation facilities in the City as well as minimum acceptable operating levels for roadways and intersections within the City and are relevant to this Chapter.

#### *Circulation Element*

- |           |   |
|-----------|---|
| Policy 1  | To maintain existing streets in a safe condition and require that new streets be built by City standards.   |
| Policy 2  | To ensure that streets and highways will be available to serve new development by requiring detailed traffic studies as a part of all major development proposals.                                      |
| Policy 3  | To require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.        |
| Policy 5  | To promote and support coordinated public transit services that meet residents' needs.  |
| Policy 6  | To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. |
| Policy 10 | To promote the use of public transit throughout development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.   |
| Policy 12 | To promote and support the development of regional bikeway links as established in the County Bikeway Master Plan.  |
| Policy 13 | To maintain a minimum traffic level of service "C" for all streets and  |

intersections, except for intersections located within ½ mile from direct access to an interstate freeway where a level of service “D” will be acceptable. Exceptions may be made for peak hour traffic where not all movements exceed the acceptable level of service.

- Policy 16 To coordinate with adjacent jurisdictions on the completion and improvement of roads which extend into other communities.

### *Community Safety Element*

- Policy 16 To require projects to be designed with at least two points of access for emergency vehicles or for general circulation where such access is necessary to ensure adequate egress and ingress.

### Southeast Rocklin Circulation Element

The City of Rocklin adopted the following policies as part of the Southeast Rocklin Circulation Element:

- Objective 1 To provide for a circulation pattern for regional, community, and neighborhood traffic needs, as well as provide a circulation pattern meeting the public service requirements for the area.
- Policy 11 Design road improvements and new alignments to avoid or minimize encroachments into existing yards or homes. Minimize the use of standard curb, gutters and sidewalks on local residential streets, where appropriate, such as Aguilar, Greenbrae, and Foothills Road.

## **IMPACTS AND MITIGATION MEASURES**

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### **Standards of Significance**

Based on City of Rocklin General Plan policies, the proposed project would result in a significant traffic impact if any of the following could occur as a result of the proposed project:

- The proposed project would cause a study roadway or intersection to operate at an unacceptable level. Unacceptable service levels are defined as: LOS D or worse within the City of Rocklin when located more than ½ mile from a freeway; LOS E or worse within ½ mile of direct access to a freeway; LOS E or worse on a study freeway segment or interchange; or
- The addition of project traffic would cause an intersection to degrade from LOS “D” to LOS “E” or from LOS “E” to LOS “F”; or
- The addition of project traffic would cause an intersection that already operates at an unacceptable service level to have its volume-to-capacity (V/C) ratio increase by at least 0.05 or to have its overall intersection delay increase by at least 2.0 seconds; or
- The proposed project would cause a collector roadway with residential frontage to increase from less than 12,000 vehicles per day to more than 12,000 vehicles per day; or

- The proposed project would not meet the City of Rocklin's policies related to transit and bikeways.

## **Method of Analysis**

To analyze the impacts and mitigation measures for each of the scenarios studied, two factors need to be determined: the amount of traffic generated by the project (trip generation), and where the additional traffic goes (trip distribution).

### Trip Generation

Trip generation for the proposed projects was calculated based on an assumption that each dwelling unit would create 9.0 daily vehicle trips and that 10 percent of the daily total trips occur during the PM peak hour. In addition, based on Institute of Traffic Engineers (ITE) data, 64 percent of the PM peak hour trips created by the additional dwelling units will enter the study area (i.e., return home), and 36 percent will exit the study area (i.e., leave from home). Trip generation has been calculated for the Vista Oaks project, for the Highlands Parcel A project, and for potential new Southeast Rocklin development projects.

The 100 single-family residences called for in Vista Oaks Phases I through III would produce approximately 900 daily vehicle trips and 90 PM peak hour trips (58 entering and 32 exiting the project site). Vista Oaks consists of single-family residences and open space which includes parks. Table 4.7-4 provides trip generation breakdowns of trips for each of the Vista Oaks phases, and for all other Southeast Rocklin potential developments.

The 20 single-family residences called for in Highlands Parcel A would produce approximately 180 daily vehicle trips and 18 PM peak hour trips (12 entering and 6 exiting the project site). Highlands Parcel A consists solely of single-family residences and open space.

Potential new Southeast Rocklin development projects are detailed in Table 4.7-4, and include all approved projects (both partially built and not constructed). In all, potential new dwelling units total 635, of which 545 are approved. The 635 new dwelling units are projected to create a total of 5,715 daily vehicle trips ( $= 635 \text{ dwelling units} * 9.0 \text{ vehicle trips per day}$ ).

Table 4.7-4 Trip Generation – Southeast Rocklin Potential New Development							
Subdivision	Potential New Dwelling Units	PM Peak Hour			Daily		
		Trip Ends	64% Entering	36% Exiting	Trip Ends	50% Entering	50% Exiting
Proposed Projects							
Vista Oaks Phase I	24	22	14	8	216	108	108
Vista Oaks Phase II	29	26	17	9	261	131	131
Vista Oaks Phase III	47	42	27	15	423	212	212
Vista Oaks Subtotal	100	90	58	32	900	351	451
Highlands Parcel A	20	18	12	6	180	90	90
Approved Developments							
Granite Lakes/Quarry Ridge	192	173	111	62	1,728	864	864
Hidden Oaks	3	3	2	1	27	14	14
Monument Estates/Rustic Hills	4	4	2	1	36	18	18
Highlands- All Phases	73	66	42	24	657	329	329
Sierra Valley Oaks	90	81	52	29	810	405	405
Reflections	32	29	18	10	288	144	144
Southside Ranch II/Rock 8	84	76	48	27	756	378	378
Quarry Ridge 6 & 7	30	2	17	10	270	135	135
Foxridge	7	6	4	2	63	32	32
Total	635	572	366	204	5,715	2,860	2,860
PM Peak Hour Trip Ends = 10% of daily trips Daily Trip Ends = 9 per housing unit. Source: DKS Associates, 2005.							

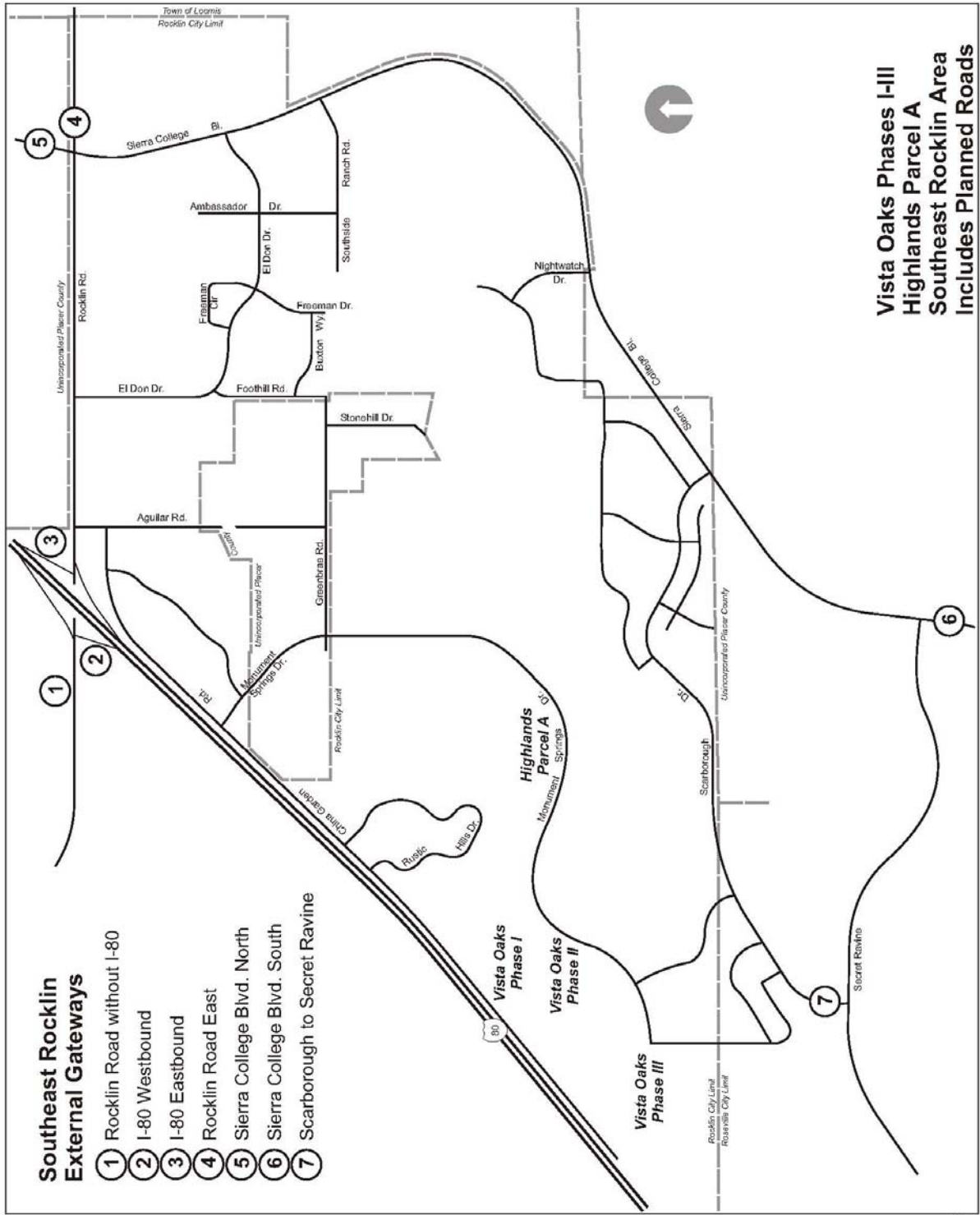
### Trip Distribution

Trip distribution associated with the proposed projects was estimated by using the City of Rocklin's Travel Model to determine an area-wide distribution of traffic. Because of their separate locations, Vista Oaks Phase I has a different trip distribution pattern than for Phases II and III. Highlands Parcel A has a similar but slightly different distribution than Vista Oaks Phases II and III.

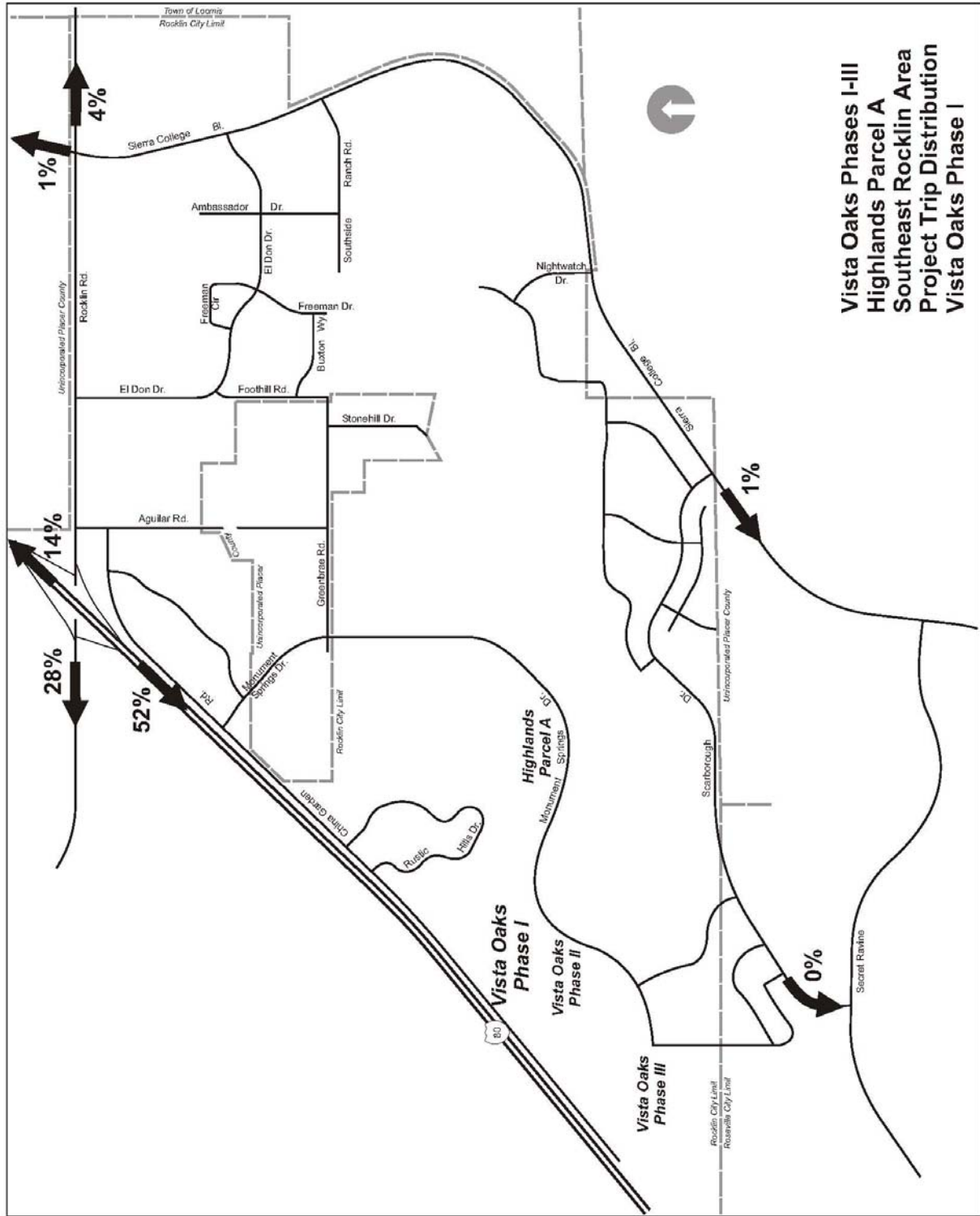
Figure 4.7-4 illustrates each of the gateways that traffic leaving the study area will need to go through to reach their ultimate destination. The seven locations shown in Figure 4.7-4 represent all of the ways to leave Southeast Rocklin. The modeled distributions of trips for each of the Vista Oaks Phases and for Highlands Parcel A are shown in Figures 4.7-5 through 8, and in Table 4.7-5.

<b>Table 4.7-5 Distribution of Traffic to Gateways</b>				
<b>Gateway</b>	<b>Vista Oaks Phase I</b>	<b>Vista Oaks Phase II</b>	<b>Vista Oaks Phase III</b>	<b>Highlands Parcel A</b>
Rocklin Road WB of I-80 (1)	28%	6%	6%	27%
Sierra College Boulevard NB north of Rocklin	1% *	11%	11%	1% *
Rocklin Road EB east of Sierra College Boulevard	4%	1%	1%	4%
Sierra College Boulevard SB south of Scarborough (2)	1%	25%	25%	4%
Scarborough Drive SB north of Secret Ravine Parkway	0%	57%	57%	25%
I-80 EB On Ramp (1)	14%	0%	0%	13%
I-80 WB On Ramp (1)	52%	0%	0%	26%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
(1) = Trips likely using Rocklin Road/Aguilar Intersection				
(2) = Trips likely using Sierra College Boulevard/Scarborough Intersection				
Sources: Traffic Impact Analysis and City of Rocklin model runs from Granite Lakes Estates Study + modifications to better account for Scarborough Drive connection to Secret Ravine Parkway. * - Vehicles heading north from Sierra College Boulevard north bound, north of Rocklin would most likely use I-80. Vehicles heading north from the other parts of the projects would likely use Sierra College, as access to I-80 is very circuitous.				

**Figure 4.7-4**  
**Southeast Rocklin External Gateways**



**Figure 4.7-5  
Project Trip Distribution - Vista Oaks Phase I**

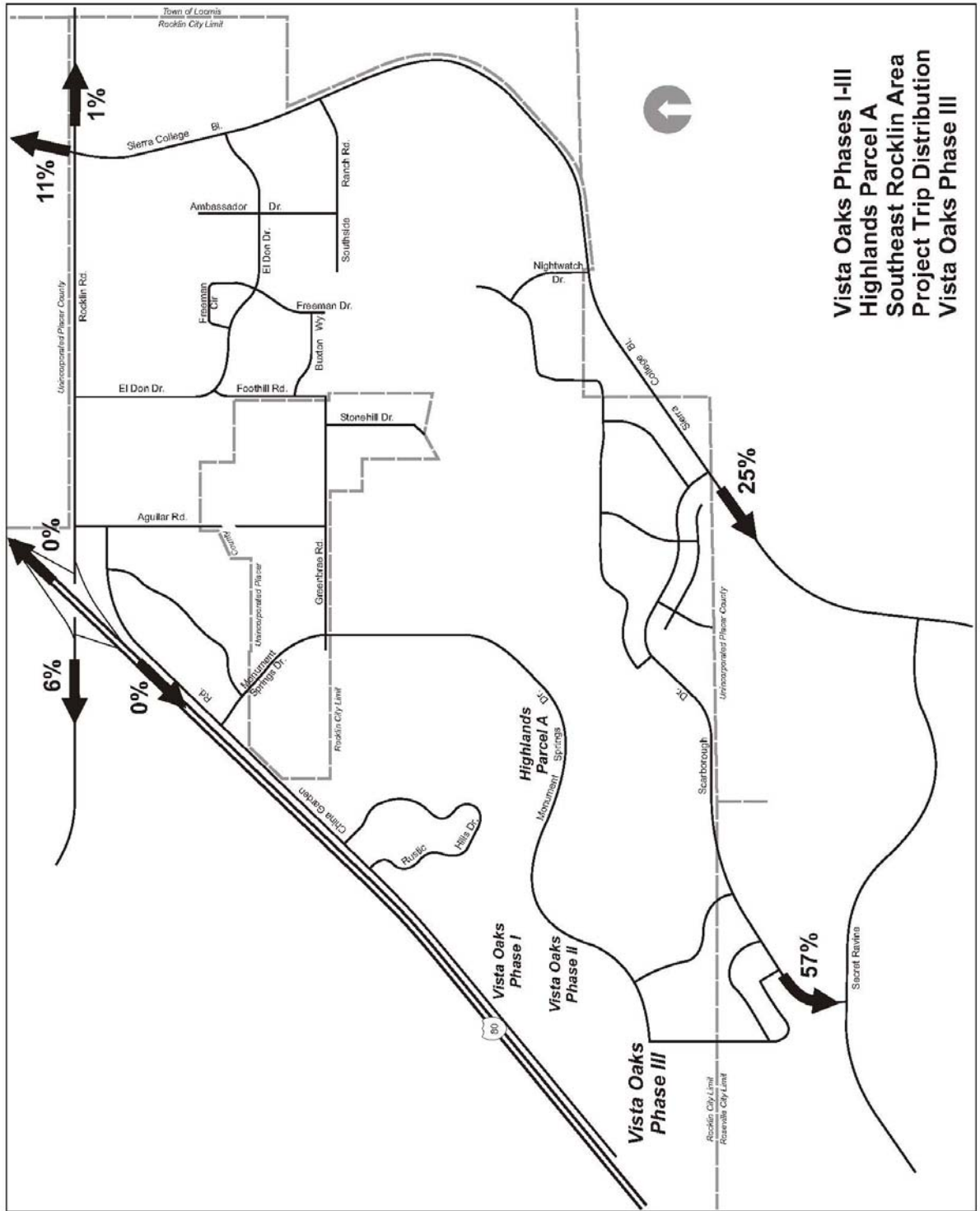


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## Project Trip Distribution - Vista Oaks Phase II



**Figure 4.7-7**  
**Project Trip Distribution Vista Oaks Phase III**



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### Project Trip Distribution – Highlands Parcel A



**Table 4.7-6  
Peak Hour Turning Movements by Scenario**

Time Frame	Aguilar Rd/Rocklin Rd																
	Scenario		LOS	V/C	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total
Existing	1	Existing	A	0.47	-	-	-	17	825	-	77	-	19	-	1,047	115	<b>2,100</b>
	2	Existing + V.O.	A	0.49	-	-	-	<b>18</b>	825	-	<b>87</b>	-	19	-	1,047	<b>131</b>	<b>2,127</b>
	3	Existing + H-PA	A	0.48	-	-	-	17	825	-	<b>81</b>	-	19	-	1,047	<b>123</b>	<b>2,112</b>
	4	Existing + V.O. + H-PA	A	0.49	-	-	-	<b>18</b>	825	-	<b>91</b>	-	19	-	1,047	<b>139</b>	<b>2,139</b>
Near Term	5	Existing + Potential	B	0.61	-	-	-	17	830	-	176	-	19	-	1,056	292	<b>2,390</b>
	6	Existing + Potential + V.O.	B	0.62	-	-	-	<b>18</b>	830	-	<b>186</b>	-	19	-	1,056	<b>308</b>	<b>2,417</b>
	7	Existing + Potential + H-PA	B	0.61	-	-	-	17	830	-	<b>180</b>	-	19	-	1,056	<b>300</b>	<b>2,402</b>
	8	Existing + Potential + V.O. + H-PA	B	0.63	-	-	-	<b>18</b>	830	-	<b>190</b>	-	19	-	1,056	<b>316</b>	<b>2,429</b>
Long Term	9	Long Term	B	0.65	-	-	-	17	1,020	-	176	-	19	-	1,166	292	<b>2,690</b>
	10	Long Term + V.O.	B	0.66	-	-	-	<b>18</b>	1,020	-	<b>186</b>	-	19	-	1,166	<b>308</b>	<b>2,717</b>
	11	Long Term + H-PA	B	0.65	-	-	-	17	1,020	-	<b>180</b>	-	19	-	1,166	<b>300</b>	<b>2,702</b>
	12	Long Term + V.O. + H-PA	B	0.67	-	-	-	<b>18</b>	1,020	-	<b>190</b>	-	19	-	1,166	<b>316</b>	<b>2,729</b>
<p><i>Existing</i> = Existing Traffic from Counts Collected in May, 2003.      <i>Potential</i> = Approved SE Rocklin Dwelling Units.  <i>V.O.</i> = Vista Oaks Phases I, II and III.      <i>H-PA</i> = Highlands Parcel A  <i>Background</i> = Long-term regional growth excluding SE Rocklin.      <i>Long Term</i> = Existing plus Potential plus Background  Scarborough/Secret Ravine connection exists, but not part of this study. Assumption that some existing traffic will use this new connection has been included  <i>Bold</i> = Volumes that increase due to proposed projects</p>																	

Note:    SBL – Southbound Left                      WBL – Westbound Left                      NBL – Northbound Left                      EBL – Eastbound Left  
             SBT – Southbound Through                WBT – Westbound Through                NBT – Northbound Through                EBT – Eastbound Through  
             SBR – Southbound Right                      WBR – Westbound Right                      NBR – Northbound Right                      EBR – Eastbound Right

**Table 4.7-6 (continued)**  
**Peak Hour Turning Movements by Scenario**

Time Frame	Scarborough Dr/Sierra College Blvd															
	Scenario	LOS	V/C	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total
Existing	1 Existing	A	0.30	-	714	38	-	-	-	103	839	-	15	-	32	1,741
	2 Existing + V.O.	A	0.31	-	714	<b>41</b>	-	-	-	<b>114</b>	839	-	<b>16</b>	-	<b>38</b>	1,762
	3 Existing + H-PA	A	0.30	-	714	38	-	-	-	<b>104</b>	839	-	15	-	32	1,742
	4 Existing + V.O. + H-PA	A	0.31	-	714	<b>41</b>	-	-	-	<b>115</b>	839	-	<b>16</b>	-	<b>38</b>	1,763
Near Term	5 Existing + Potential	A	0.32	-	734	50	-	-	-	124	875	-	21	-	44	1,848
	6 Existing + Potential + V.O.	A	0.33	-	734	<b>53</b>	-	-	-	<b>135</b>	875	-	<b>22</b>	-	<b>50</b>	1,869
	7 Existing + Potential + H-PA	A	0.32	-	734	50	-	-	-	<b>125</b>	875	-	21	-	44	1,849
	8 Existing + Potential + V.O. + H-PA	A	0.33	-	734	<b>53</b>	-	-	-	<b>136</b>	875	-	<b>22</b>	-	<b>50</b>	1,870
Long Term	9 Long Term	A	0.53	-	1,074	50	-	-	-	124	1,515	-	21	-	44	2,828
	10 Long Term + V.O.	A	0.54	-	1,074	<b>53</b>	-	-	-	<b>135</b>	1,515	-	<b>22</b>	-	<b>50</b>	2,849
	11 Long Term + H-PA	A	0.53	-	1,074	50	-	-	-	<b>125</b>	1,515	-	21	-	44	2,829
	12 Long Term + V.O. + H-PA	A	0.54	-	1,074	<b>53</b>	-	-	-	<b>136</b>	1,515	-	<b>22</b>	-	<b>50</b>	2,850
<p><b>Existing</b> = Existing Traffic from Counts Collected in May, 2003.  <b>VO</b> = Vista Oaks Phases I, II and III.  <b>Background</b> = Long-term regional growth excluding SE Rocklin.  Scarborough/Secret Ravine exists, but not part of this study.  <b>Bold</b> = Volumes that increase due to proposed projects</p> <p><b>Potential</b> = Approved SE Rocklin Dwelling Units.  <b>H-PA</b> = Highlands Parcel A  <b>Long Term</b> = Existing plus Potential plus Background  Assumption that some existing traffic will use this new connection has been included</p>																

Note: SBL – Southbound Left      WBL – Westbound Left      NBL – Northbound Left      EBL – Eastbound Left  
SBT – Southbound Through      WBT – Westbound Through      NBT – Northbound Through      EBT – Eastbound Through  
SBR – Southbound Right      WBR – Westbound Right      NBR – Northbound Right      EBR – Eastbound Right

## Scenarios

A total of twelve scenarios have been analyzed for the proposed projects. The scenarios are the following:

### *Existing Scenarios:*

- Scenario 1: Existing conditions
- Scenario 2: Scenario 1 plus Vista Oaks Phases I-III
- Scenario 3: Scenario 1 plus Highlands Parcel A
- Scenario 4: Scenario 1 plus Vista Oaks Phase I-III and Highlands Parcel A

### *Near Term Scenarios:*

- Scenario 5: Scenario 1 plus Potential Developments in Southeast Rocklin
- Scenario 6: Scenario 5 plus Vista Oaks Phases I-III
- Scenario 7: Scenario 5 plus Highlands Parcel A
- Scenario 8: Scenario 5 plus Vista Oaks Phases I-III and Highlands Parcel A

### *Cumulative (2025) Scenarios:*

- Scenario 9: Cumulative plus Potential Development
- Scenario 10: Cumulative plus Vista Oaks Phases I-III
- Scenario 11: Cumulative plus Highlands Parcel A
- Scenario 12: Cumulative plus Vista Oaks Phases I-III and Highlands Parcel A

### *Scenario 1: Existing Conditions*

The existing conditions in the project area are based on traffic counts performed on May 8, 2003. PM peak hour intersection counts were conducted at two locations based upon consultation with City staff:

- Rocklin Road/Aguilar Road
- Sierra College Boulevard/Scarborough Drive

The level of service on roadways was determined by comparing the traffic volumes to the level of service thresholds in Table 4.7-2. Both study intersections currently operate at LOS A during the PM peak hour.

The PM peak hour was selected for two reasons. First, the City of Rocklin has historically relied on PM counts and conditions for evaluating purposes. Second, PM conditions tend to have higher traffic volumes than AM conditions. As such, PM conditions were evaluated for this analysis to identify impacts in a conservative worst-case scenario.

In addition, daily segment counts were collected at six additional locations (It should be noted that daily segment counts for location 7 at Scarborough Drive west of Secret Ravine Parkway did not exist at the time the traffic study was conducted):

- China Garden Road west of Aguilar Road
- El Don Drive south of Rocklin Road
- El Don Drive east of Sierra College Boulevard
- Buxton Way
- Greenbrae Road west of Aguilar Road
- Scarborough Drive west of Sierra College Boulevard

At the six roadway segments, existing daily volumes range from under 400 vehicles to almost 2,900 vehicles (El Don Drive south of Rocklin Road). These volumes all reflect acceptable levels of traffic.

*Scenario 2: Scenario 1 Plus Vista Oaks Phases I-III*

Conditions

Scenario 2 builds on Scenario 1 by adding the proposed Vista Oaks project to existing conditions in Southeast Rocklin to provide a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the Vista Oaks project.

Site Access

For this existing plus project scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various Southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in Southeast Rocklin: the newly constructed connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily segment volumes for all scenarios, including Scenario 2, the existing plus Vista Oaks Phases I-III Scenario. The two study intersections would undergo minor increases in traffic as a result of the Vista Oaks project. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Vista Oaks project does add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in Southeast Rocklin result in significant impacts. With or without the Vista Oaks project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

### *Scenario 3: Scenario 1 Plus Highlands Parcel A*

#### Conditions

This scenario builds on Scenario 1 by adding the proposed Highlands Parcel A project to existing conditions in Southeast Rocklin in order to provide a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the Highlands Parcel A project.

#### Site Access

For this existing plus project scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in Southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

#### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily segment volumes for all scenarios, including Scenario 3, the existing plus Highlands Parcel A Scenario. The two study intersections would realize minor increases in traffic as a result of the Highlands Parcel A project. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Highlands Parcel A project does add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in Southeast Rocklin result in significant impacts. With or without the Highlands Parcel A project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

### *Scenario 4: Scenario 1 Plus Vista Oaks Phases I-III and Highlands Parcel A*

#### Conditions

This scenario builds on Scenario 1 by adding the proposed Vista Oaks Phases I through III and Highlands Parcel A projects to existing conditions in southeast Rocklin in order to provide a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the projects.

#### Site Access

For this existing plus projects scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in southeast

Rocklin: the connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

For this existing plus projects scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily segment volumes for all scenarios, including Scenario 4, the existing plus Vista Oaks Phases I through III and Highlands Parcel A Scenario. The two study intersections would experience minor increases in traffic as a result of the proposed projects. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The proposed projects add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in southeast Rocklin result in significant impacts. With or without the Vista Oaks and Highlands Parcel A projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

### *Scenario 5: Scenario 1 Plus Potential Development in Southeast Rocklin*

#### Conditions

To determine Scenario 5 traffic conditions, traffic associated with the potential new developments in Southeast Rocklin were superimposed on existing conditions in order to provide a clear basis for comparison of traffic volumes and traffic impacts both with and without expected development in southeast Rocklin exclusive of Vista Oaks Phases I through III and Highlands Parcel A. To superimpose this traffic, two steps are necessary. First, traffic associated with the southeast Rocklin Area (other than the Vista Oaks and Highlands Parcel A project) is forecast (trip generation). Second, this traffic is assigned to the roadway network in accordance with travel patterns (trip distribution).

#### Site Access

Potential new developments are spread throughout southeast Rocklin. Granite Lakes Estates and Quarry Ridge (almost built out) are two of the largest planned developments with 192 total approved new dwelling units. In all, nine potential new southeast Rocklin projects were identified. All southeast Rocklin gateways would receive traffic associated with potential new developments. See Figure 4.7-4.

### Traffic Volumes

All local roadways would realize increases in traffic as a result of the potential new developments identified in Tables 4.7-1 and 4.7-4. Table 4.7-7 shows daily segment volumes for all scenarios. Note that an additional segment is added beyond the six traffic count locations. The additional segment which now exists on Scarborough Drive with a connection to Secret Ravine Parkway was not included as part of the analysis because this segment was not open at the time of the traffic study. At some locations, traffic from the potential new developments exceeds existing traffic volumes (Buxton Road and China Garden).

For the two study intersections, the potential new developments would change Rocklin Road at Aguilar from LOS A to LOS B. The Scarborough Drive at Sierra College Boulevard intersection would remain at LOS A. Table 4.7-6 illustrates the daily and PM peak hour intersection volumes for all scenarios, including Scenario 1, existing conditions.

#### *Scenario 6: Existing Plus Potential Development Plus Vista Oaks Phases I-III*

### Conditions

This scenario builds on Scenario 5 by adding the proposed Vista Oaks project to Scenario 5, which provides a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the project.

### Site Access

For this plus project scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in Southeast Rocklin: the future connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 6, the existing plus potential development plus Vista Oaks Phases I through III in southeast Rocklin. The two study intersections would realize minor increases in traffic as a result of the Vista Oaks project. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Vista Oaks project adds traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in Southeast Rocklin result in significant impacts. With or without the proposed

project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

*Scenario 7: Existing Plus Potential Development Plus Highlands Parcel A*

Conditions

This scenario builds on Scenario 5 by adding the proposed Highlands Parcel A project to existing plus potential development conditions in Southeast Rocklin, which provides a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the Highlands Parcel A project.

Site Access

For this existing plus project scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in Southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 7, the existing plus potential development plus Highlands Parcel A Scenario. The two study intersections would realize minor increases in traffic as a result of the Highlands Parcel A project. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Highlands Parcel A project does add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in Southeast Rocklin result in significant impacts. With or without the Highlands Parcel A project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

*Scenario 8: Existing Plus Potential Development Plus Vista Oaks Phases I-III and Highlands Parcel A*

Conditions

This scenario builds on Scenario 5 by adding the proposed Vista Oaks Phases I through III and Highlands Parcel A projects to existing conditions plus potential development in Southeast Rocklin in order to provide a clear basis for comparison of existing traffic volumes and traffic impacts both with and without the projects.

### Site Access

For this plus project scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various Southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in Southeast Rocklin: the existing connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

For this existing plus potential development plus projects scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in Southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 8, the existing plus potential development plus Vista Oaks Phases I through III and Highlands Parcel A Scenario. The two study intersections would realize minor increases in traffic as a result of the proposed projects. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The proposed projects do add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the existing traffic in Southeast Rocklin result in significant impacts. The seven daily segment locations are all located within the Southeast Rocklin area and are all low volume local or collector roadways.

### *Scenario 9: Cumulative Plus Potential Development*

#### Conditions

This scenario does not include the proposed projects, but does include all potential new development in Southeast Rocklin, and also includes background regional growth to 2025. Improvements assumed within this area are the closure of Aguilar Road at the ravine, the Monument Springs Bridge, and the construction of roadways within approved projects (Granite Lakes) and the proposed projects.

The impact of regional development is felt on the study intersections, but does not impact the internal segment locations within Southeast Rocklin. The roadway system within Southeast Rocklin is circuitous compared to travel along Rocklin Road and Sierra College Boulevard. As such, very little, if any of the background regional traffic will use internal roads within Southeast Rocklin as a shortcut.

Improvements assumed within this area are the closure of Aguilar Road at the ravine, the Monument Springs Bridge, and the construction of roadways within approved projects (Granite Lakes) and the proposed projects. It should be noted that the segment analysis does not include Rocklin Road or Sierra College Boulevard. Therefore, with or without the proposed projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

#### Traffic Volumes

Traffic does increase at the two study intersections under this scenario (cumulative conditions). However, both intersections are projected to operate with high LOS. Rocklin Road goes from LOS A (existing) to LOS B (cumulative no project) and Sierra College Boulevard at Scarborough Drive remains at LOS A (existing). No mitigations are required for either intersection.

Because there is no regional cut-through traffic under this scenario, the daily segment volumes remain the same as under Scenario 5, the existing plus potential development in Southeast Rocklin scenario. As such, there are no impacts to the segment locations within Southeast Rocklin.

#### *Scenario 10: Cumulative Plus Potential Development Plus Vista Oaks Phases I-III*

#### Conditions

This scenario builds on Scenario 9 by adding the proposed Vista Oaks project to Scenario 9 and provides a clear basis for comparison of cumulative traffic volumes and traffic impacts both with and without the Vista Oaks project.

Improvements assumed within this area are the closure of Aguilar Road at the ravine, the Monument Springs Bridge, and the construction of roadways within approved projects (Granite Lakes) and the proposed projects. It should be noted that the segment analysis does not include Rocklin Road or Sierra College Boulevard. Therefore, with or without the proposed projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

#### Site Access

For this scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various Southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in Southeast Rocklin: the existing connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 10, the cumulative plus potential development plus Vista Oaks Phases I through III in Southeast Rocklin Scenario. The two study intersections would realize minor increases in traffic as a result of the Vista Oaks project. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Vista Oaks project does add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the cumulative traffic in Southeast Rocklin result in significant impacts. With or without the Vista Oaks project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

### *Scenario 11: Cumulative Plus Potential Development Plus Highlands Parcel A*

#### Conditions

This scenario builds on Scenario 9 by adding the proposed Highlands Parcel A project to cumulative plus potential development conditions in southeast Rocklin, which provides a clear basis for comparison of cumulative traffic volumes and traffic impacts both with and without the Highlands Parcel A project.

Improvements assumed within this area are the closure of Aguilar Road at the ravine, the Monument Springs Bridge, and the construction of roadways within approved projects (Granite Lakes) and the proposed projects. It should be noted that the segment analysis does not include Rocklin Road or Sierra College Boulevard. Therefore, with or without the proposed projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

#### Site Access

For this scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in Southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

### Traffic Volumes

Tables 4.7-6 and 4.7-7 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 11, the cumulative plus potential development plus Highlands Parcel A Scenario. The two study intersections would realize minor increases in traffic as a result of the Highlands Parcel A project. None of the

increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The Highlands Parcel A project does add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the cumulative traffic in Southeast Rocklin result in significant impacts. With or without the Highlands Parcel A project, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

*Scenario 12: Cumulative Plus Potential Development Plus Vista Oaks Phases I-III and Highlands Parcel A*

Conditions

This scenario builds on Scenario 9 by adding the proposed Vista Oaks Phases I through III and Highlands Parcel A projects to cumulative conditions plus potential development in southeast Rocklin in order to provide a clear basis for comparison of cumulative traffic volumes and traffic impacts both with and without the projects.

Improvements assumed within this area are the closure of Aguilar Road at the ravine, the Monument Springs Bridge, and the construction of roadways within approved projects (Granite Lakes) and the proposed projects. It should be noted that the segment analysis does not include Rocklin Road or Sierra College Boulevard. Therefore, with or without the proposed projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

Site Access

For this scenario, all access to Phase I is assumed to be from China Garden Road to Aguilar Road out to Rocklin Road to reach the various Southeast Rocklin external gateways shown in Figure 4.7-4. Phases II and III generally use Scarborough Drive to access the two southern gateways in southeast Rocklin: the existing connection to Secret Ravine Parkway and the existing connection with Sierra College Blvd.

For this cumulative scenario, Highlands Parcel A uses Scarborough Drive to access the two southern gateways in southeast Rocklin, Monument Springs Drive to access Rocklin Road west and Interstate 80, and Greenbrae Road to access Rocklin Road east and Sierra College Blvd. north.

Traffic Volumes

Tables 4.7-7 and 4.7-8 illustrate the PM peak hour and daily volumes for all scenarios, including Scenario 12, the cumulative plus potential development plus

Vista Oaks Phases I through III and Highlands Parcel A Scenario. The two study intersections would realize minor increases in traffic as a result of the proposed projects. None of the increases, however, would result in unacceptable levels of service. Both intersections in the study area would remain at LOS B or better.

The proposed projects add traffic to some of the seven daily segment locations. However, none of the increases in traffic relative to the cumulative traffic in Southeast Rocklin result in significant impacts. With or without the proposed projects, all roadway segments operate at a low volume/capacity ratio, and therefore a high level of service.

## **Project-Specific Impacts and Mitigation Measures**

### **4.7I-1      Impacts associated with increased traffic on internal southeast Rocklin streets and roads in the project vicinity as a result of the development of the proposed projects.**

#### Vista Oaks

As shown in Tables 4.7-7 and 4.7-8, a number of the study segments in the vicinity of the proposed Vista Oaks project site would result in increased traffic volumes under existing plus potential development and cumulative plus potential development. However, the expected increases in traffic volumes would not result in levels of service below B, as shown in Table 4.7-7, or significant increases in volume/capacity ratios, as shown in Table 4.7-8. The City of Rocklin has established a standard of significance, which requires local roadways and intersections to maintain a LOS C or better (General Plan Policy #13). Many of the study segments would experience increased traffic volumes, which could lead to higher levels of service, but development of the proposed project would comply with the City of Rocklin standard of LOS C. None of the locations would have traffic circulation degraded in excess of the standards of significance.

#### Highlands Parcel A

As shown in Tables 4.7-6, 4.7-7, and 4.7-8, local roadways in the vicinity of the proposed project would have increased traffic volumes in Scenario 2: Scenario 1 plus Vista Oaks Phases I-III, and Scenario 3: Scenario 1 plus Highlands Parcel A, due to development of the Vista Oaks and Highlands Parcel A projects. However, as shown in Table 4.7-8, the volume-to-capacity ratios expected in Scenarios 2 and 3, would result in acceptable levels of service (LOS A =  $v/c$  ratios of  $\leq 0.60$ , as shown in Table 4.7-2), and would not reach or exceed the standard of significance threshold set forth by the City of Rocklin.

**Table 4.7-7**  
**Daily Segment Volumes by Scenario**

Segment Location	Dir.	Existing*				Near Term*				Long Term*			
		1	2	3	4	5	6	7	8	9	10	11	12
		Existing	Existing + V.O.	Existing + H-PA	Existing + V.O. + H-PA	Existing + Potential	Existing + Potential + V.O.	Existing + Potential + H-PA	Existing + Potential + V.O. + H-PA	Long Term	Long Term + V.O.	Long Term + H-PA	Long Term + V.O. + H-PA
El Don west of Sierra College Blvd	EB	980	980	980	980	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
	WB	930	930	930	930	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150
	Total	1,900	1,900	1,900	1,900	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340
El Don south of Rocklin Rd	NB	1,510	1,530	1,520	1,530	2,100	2,120	2,110	2,120	2,100	2,120	2,110	2,120
	SB	1,370	1,380	1,370	1,390	1,960	1,970	1,960	1,980	1,960	1,970	1,960	1,980
	Total	2,880	<b>2,910</b>	<b>2,890</b>	<b>2,920</b>	4,060	<b>4,090</b>	<b>4,070</b>	<b>4,100</b>	4,060	<b>4,090</b>	<b>4,070</b>	<b>4,100</b>
Buxton east of Foothill Rd	EB	300	300	300	300	620	620	620	620	620	620	620	620
	WB	210	210	210	210	540	540	540	540	540	540	540	540
	Total	510	510	510	510	1,160	1,160	1,160	1,160	1,160	1,160	1,160	1,160
Scarborough west of Sierra College	EB	1,020	1,130	1,020	1,130	1,210	1,320	1,220	1,330	1,210	1,320	1,220	1,330
	WB	1,350	1,460	1,350	1,460	1,540	1,650	1,550	1,660	1,540	1,650	1,550	1,660
	Total	2,370	<b>2,590</b>	2,370	<b>2,600</b>	2,750	<b>2,980</b>	2,760	<b>2,980</b>	2,750	<b>2,980</b>	<b>2,760</b>	<b>2,980</b>
Greenbrae west of Aguilar Rd	EB	190	200	190	210	280	300	290	300	280	300	290	300
	WB	180	190	180	200	270	290	280	290	270	290	280	290
	Total	360	<b>400</b>	<b>370</b>	<b>410</b>	550	<b>590</b>	<b>560</b>	<b>600</b>	550	<b>590</b>	<b>560</b>	<b>600</b>
China Garden west of Aguilar	EB	850	970	900	1,030	2,230	2,360	2,290	2,420	2,230	2,360	2,290	2,420
	WB	1,590	1,720	1,650	1,770	2,970	3,100	3,030	3,160	2,970	3,100	3,030	3,160
	Total	2,430	<b>2,690</b>	<b>2,550</b>	<b>2,810</b>	5,200	<b>5,460</b>	<b>5,320</b>	<b>5,580</b>	5,200	<b>5,460</b>	<b>5,320</b>	<b>5,580</b>
Scarborough north of Secret Ravine	NB	-	200	-	200	790	990	790	990	790	990	790	990
	SB	-	200	-	200	790	990	790	990	790	990	790	990
	Total	-	390	-	390	1,590	1,980	<b>1,590</b>	1,980	1,590	<b>1,980</b>	1,590	<b>1,980</b>

*Existing* = Existing Traffic from Counts Collected in May, 2003.

*V.O.* = Vista Oaks Phases I, II and III.

*Background* = Long-term regional growth excluding SE Rocklin.

Scarborough/Secret Ravine exists, but not part of this study.

*Bold* = Volumes that increase due to proposed project

**\* All volumes shown are equivalent to LOS A.**

*Potential* = Approved SE Rocklin Dwelling Units.

*H-PA* = Highlands Parcel A

*Long Term* = Existing plus Potential plus Background

Assumption that some existing traffic will use this new connection has been included

**Table 4.7-8**  
**Daily Segment Volume/Capacity Ratios by Scenario**

Segment Location	Existing*				Near Term*				Long Term*			
	1	2	3	4	5	6	7	8	9	10	11	12
	Existing	Existing + V.O.	Existing + H-PA	Existing + V.O. + H-PA	Existing + Potential	Existing + Potential + V.O.	Existing + Potential + H-PA	Existing + Potential + V.O. + H-PA	Long Term	Long Term + V.O.	Long Term + H-PA	Long Term + V.O. + H-PA
El Don west of Sierra College Blvd	0.13	0.13	0.13	0.13	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16
El Don south of Rocklin Rd	0.19	0.19	0.19	0.19	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Buxton east of Foothill Rd	0.03	0.03	0.03	0.03	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Scarborough west of Sierra College	0.16	<b>0.17</b>	0.16	<b>0.17</b>	0.18	<b>0.20</b>	0.18	<b>0.20</b>	0.18	<b>0.20</b>	0.18	<b>0.20</b>
Greenbrae west of Aguilar Rd	0.02	<b>0.03</b>	0.02	<b>0.03</b>	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
China Garden west of Aguilar	0.16	<b>0.18</b>	0.17	<b>0.19</b>	0.35	<b>0.36</b>	0.35	<b>0.37</b>	0.35	<b>0.36</b>	0.35	<b>0.37</b>
Scarborough north of Secret Ravine		0.03		0.03	0.11	<b>0.13</b>	0.11	<b>0.13</b>	0.11	<b>0.13</b>	0.11	<b>0.13</b>

Existing = Existing Traffic from Counts Collected in May, 2003.  
V.O. = Vista Oaks Phases I, II and III.  
Background = Long-term regional growth excluding SE Rocklin.  
Scarborough/Secret Ravine exists, but not part of this study  
Bold = Volumes that increase due to proposed project

Potential = Approved SE Rocklin Dwelling Units.  
H-PA = Highlands Parcel A  
Long Term = Existing plus Potential plus Background  
Assumption that some existing traffic will use this new connection has been included

**\*All volume/capacity ratios shown are LOS A.**

Conclusion

Because none of the study roadway segments would fall below LOS C, implementation and construction of the proposed projects would result in *less-than-significant* impacts to internal southeast Rocklin streets and roads.

Mitigation Measure(s)

*None required.*

**4.7I-2 Impacts associated with increased traffic on arterial roadway intersections in the vicinity of the project sites.**

Vista Oaks

The intersections on the major arterial roadways in the projects' vicinity, Rocklin Road at Aguilar Road and Sierra College Boulevard at Scarborough Drive, would operate at LOS B or better under existing, existing plus potential development, and cumulative plus potential development conditions with or without the proposed projects. As shown in Table 4.7-6, the peak hour turning movements at the arterial roadway intersections are expected to operate at acceptable levels of service, LOS B or LOS A.

Highlands Parcel A

As shown in Table 4.7-6, the two arterial roadway intersections expected to be impacted from development of the proposed project, Aguilar Road/Rocklin Road and Scarborough Drive/Sierra College Boulevard, would operate at LOS B or LOS A. Thus, the associated impacts on these intersections would be light. Furthermore, the expected LOS at these intersections would be above the City of Rocklin's standard of significance threshold, LOS C.

Conclusion

Because the increase in traffic on the arterial roadway intersections would operate at LOS C or better, the City of Rocklin's standard of significance, development of the proposed projects would result in *less-than-significant* impacts.

Mitigation Measure(s)

*None required.*

**4.7I-3 Impacts associated with demand for bicycle facilities.**

Vista Oaks and Highlands Parcel A

The internal roadways planned as part of the proposed projects would be considered residential roadways and would provide bicycle access, but would not be designated for specific bike lanes. The City of Rocklin General Plan states that bike lanes shall be provided in the design and construction of major new streets (Policy #3). Bikeways within the project area are not shown as part of the City-adopted bikeway plan as indicated in the City of Rocklin General Plan bikeway exhibit. However, the proposed project would include a Class I bicycle trail per the City's Bikeway System Map, providing access to the project areas and Secret Ravine Creek, as well as on-street Class II bicycle lane on China Garden Road. Therefore, the proposed projects would accommodate bicycles and would be consistent with the City of Rocklin's bicycle policies and the Bikeway Systems Exhibit. Thus, a *less-than-significant* impact would result.

Mitigation Measure(s)

*None required.*

**4.7I-4 Impacts associated with increased demand for transit services.**

Vista Oaks and Highlands Parcel A

The proposed projects could potentially generate additional demand for transit services because a portion of the project residents may choose to use the bus, however, this increase is likely to be very minor. Typically, if a development is in an urban area well served by transit routes, approximately two percent of trips would be on transit. The proposed projects, however, are in a relatively rural area that is not currently well served by transit. Placer County Transit has no plans for any bus routes to directly serve the site. In addition, relatively few (significantly less than one or two percent) of the trips would be expected to be by transit. Transit ridership information gathered recently in Placer County shows that transit ridership accounts for less than one percent of total daily trips. Transit ridership percentages include areas that are better served by transit than Southeast Rocklin. Therefore, it can be concluded that transit demand from the proposed projects would be minimal. The proposed projects would not produce enough transit riders to cause a deficiency in an existing route nor would result in sufficient demand to warrant a new route. However, transit-dependent residents would have the option of utilizing the "Dial-A-Ride" transit program, currently operated in Placer County. Therefore, impacts to transit facilities and services due to implementation of the proposed projects would be considered *less-than-significant*.

Mitigation Measure(s)

*None required.*

**4.7I-5 Impacts regarding emergency vehicle access on and surrounding the proposed project.**

Vista Oaks and Highlands Parcel A

Factors such as number of access points, roadway width, and proximity to fire stations determine whether a project has sufficient emergency access. The project location map (see Figure 3-2 in Chapter 3 of this Draft EIR) for the proposed Vista Oaks and Highlands Parcel A projects illustrates that the projects would provide multiple access points from the arterials in the area, including two access points from the eastern and western sides of Highlands Parcel A along Monument Springs Road, which leads to Greenbrae, Aguilar, and Rocklin Road to the north and Scarborough Drive and Secret Ravine Parkway to the south. Residents in the Vista Oaks project site would have two points of access, one from China Garden Road to the north and one to the south, which leads to Scarborough Drive and Secret Ravine Parkway. Thus, if one of the roadways is blocked or obstructed, an emergency vehicle could use an alternate route to access the project. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways is adequate.

The interior circulation also includes a minimum of two points of access for general circulation to ensure adequate egress and ingress. Furthermore, the Rocklin Fire Department requires that the project comply with provisions of the Uniform Fire Code, which states that the project shall provide adequate emergency access both to open space areas and to all residential structures. Therefore, the development of the proposed project is expected to have *less-than-significant* impacts regarding emergency vehicle access.

Mitigation Measure(s)

*None required.*

**4.7I-6 Increased traffic on project area roadways during construction of the proposed projects.**

Vista Oaks and Highlands Parcel A

Construction of the proposed projects could result in increased delays on project area roadways due to construction vehicles on roadways and other potential conflicts. Trips to the site during construction would be necessary for delivery of materials and hauling of excavated materials, and the project sponsor has not provided information detailing the amount of construction traffic that would access the site during each phase of construction.

However, the projects are in isolated areas of southeast Rocklin and are not anticipated to require road or lane closures of any significance to allow construction of the projects to occur. In addition, the City has built-in requirements within the encroachment permit and Improvement Plan review processes that require the preparation of traffic control plans if necessary. Therefore, this impact is considered *less-than-significant*.

Mitigation Measure(s)

*None required.*

### **Cumulative Impacts and Mitigation Measures**

Cumulative traffic forecasts for this study were based buildout of the Rocklin General Plan within the City of Rocklin and the improvements projected by the South Placer Regional Transportation Authority (SPRTA).

#### **4.7I-7 Cumulative impacts resulting in increased traffic on arterial roadway intersections and roadway segments in the vicinity of the project sites.**

Vista Oaks and Highlands Parcel A

The two intersections located in the vicinity of the project sites which would potentially be impacted as a result from implementation of the proposed projects, Aguilar Road/Rocklin Road and Scarborough Drive/Sierra College Boulevard, are expected to operate at acceptable levels of service, as set forth by the City of Rocklin LOS C standard, under cumulative conditions with or without the proposed project (see Table 4.7-6). Roadway segments in the vicinity of the project are projected to operate at a high level of service with or without the proposed project, as noted in the discussion of Scenarios 9-12. Furthermore, the project proponent would be required to contribute a fair share of the costs of improvements assumed under the cumulative conditions, consistent with the adopted fee schedule for the City of Rocklin and/or the South Placer Regional Transportation Authority (SPRTA) as part of the City's development review process. In addition, Sierra College Boulevard is one of the many improvement projects identified by SPRTA.

The City of Rocklin Impact Fees (2004 Update) identify Sierra College Boulevard from Nightwatch Drive to I-80 for widening. The fees for this widening are to be funded in part by the City's impact fees and in part by the SPRTA fees (approximately 50/50 split). It should be noted that the project would be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that will be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvement identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the

City's Engineering Department, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the City's roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City's Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

The SPRTA is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville, and the County of Placer. The SPRTA was formed for the purpose of implementing a regional transportation and air quality mitigation fee to fund specified regional transportation projects. The Placer County Transportation Planning Agency (PCTPA) is designated as the entity to provide administrative, accounting, and staffing support for the SPRTA. PCTPA adopted a Regional Transportation Funding Strategy in August 2000 which include the development of a regional transportation impact fee program and a mechanism to implement the impact fee. Sierra College Boulevard is one of the many improvement projects identified by SPRTA.

Therefore, payment of City of Rocklin and SPRTA traffic mitigation fees will reduce traffic impacts from the proposed project to a *less-than-significant* level.

Mitigation Measure(s)  
*None required.*

## Endnotes

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<sup>1</sup> *Traffic Impact Analysis*, DKS Associates, May 5, 2005.